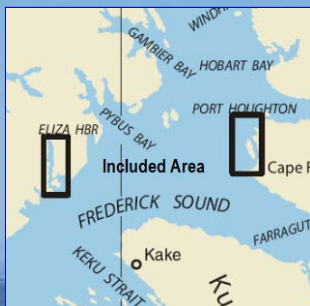


BookletChart™

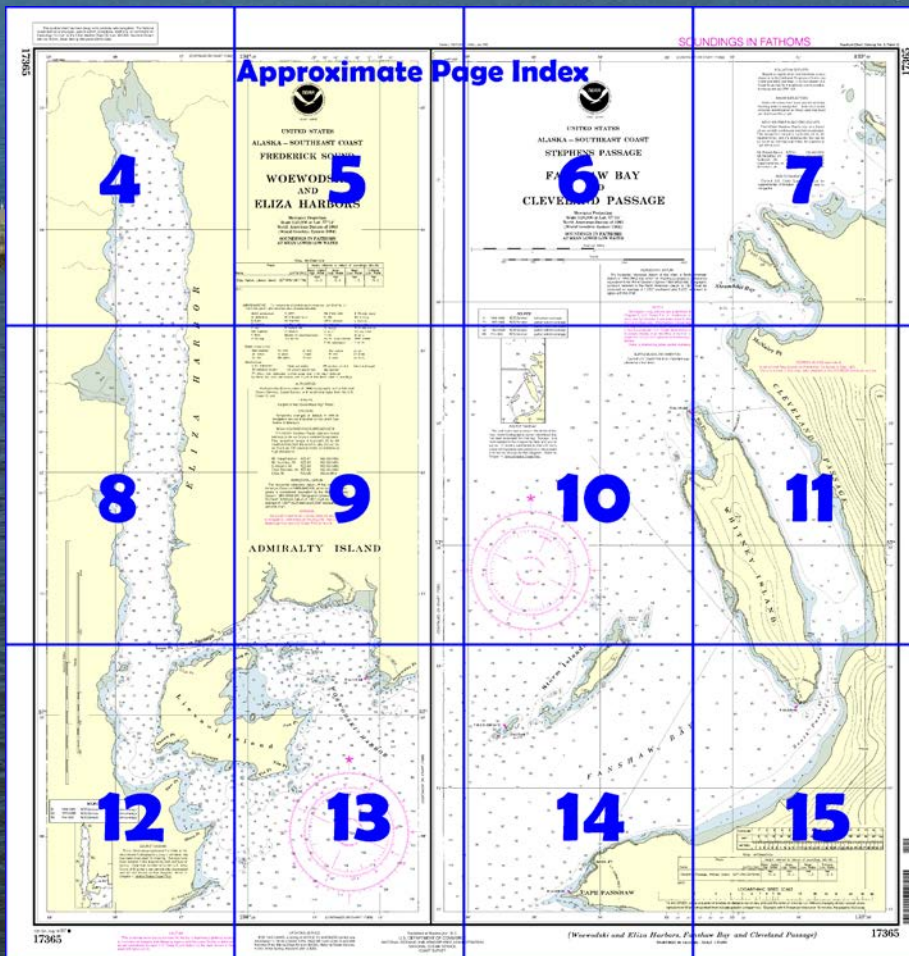


Woewodski and Eliza Harbors; Fanshaw Bay and Cleveland Passage NOAA Chart 17365

*A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17365>.



(Selected Excerpts from Coast Pilot)

Woewodski and Eliza Harbors have a common entrance between **Point Napean** and **Deepwater Point** 9 miles WNW of Turnabout Island. (See also chart 17360.) The entrances are much obstructed by dangerous ledges, and with the close proximity of better anchorages the use of these harbors is seldom necessary. **Liesnoi Island**, of irregular shape, is in the entrance.

Deepwater Point Light (57°10'19"N., 134°14'09"W.), 17 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a ledge about 0.2 mile W of the point.

Woewodski Harbor is the open bight between Liesnoi Island and Deepwater Point. Ledges and rocks, covered or awash at various stages of the tide and generally marked by kelp, extend NE from Liesnoi Island halfway across Woewodski Harbor. **Polivnoi Rocks**, three bare rocks surrounded by ledges, are at the N edge of this foul ground. The only anchorage for large vessels in Woewodski Harbor is NE of this foul ground in 20 to 26 fathoms, hard bottom, and exposed to SE winds. Small vessels find temporary shelter off **Bluff Point** in 6 fathoms, and S of Polivnoi Rocks in 3 to 6 fathoms, soft bottom.

Eliza Harbor is a deep inlet with generally bold shores. The only available anchorage is at the S end of the harbor, off the W side of Liesnoi Island in depths of 18 to 20 fathoms. On each side of Liesnoi Island are narrow passages called North and South Passage, leading to Eliza Harbor.

North Passage to Eliza Harbor enters from the NW part of Woewodski Harbor. This passage is straight, but narrow; its N shore is bold-to, its S shore foul, and submerged rocks and kelp patches extend to midchannel, leaving a navigable passage 75 to 100 yards wide with least depth of 1¼ fathoms. The rocks on the S side of the passage cause tide swirls; the ebb has a velocity of 4 knots, and the flood about 3 knots.

When through the passage, haul S and anchor in midchannel in 18 to 20 fathoms, soft bottom in places, at two-thirds the distance toward

Thumb Point, the SW extremity of Liesnoi Island.

South Passage, S of Liesnoi Island, is reduced by submerged rocks at its narrowest part to a width of 70 yards, has a sharp turn and strong tidal currents, and should not be attempted except at slack water and with local knowledge. The rocks are marked by kelp, which, however, does not show when the current is running. In N winds, an indifferent anchorage may be had in the entrance to South Passage in 6½ fathoms, with the SE side of Liesnoi Island bearing **082°**, and Point Napean and **Sharp Point** in line, bearing **189°**.

Cape Fanshaw, on the E side at the junction of Stephens Passage and Frederick Sound, is a long, low, wooded point terminating in a sandspit, with a reef and rocks at the extreme end and deep water within 0.2 mile.

Cape Fanshaw Light (57°11'07"N., 133°34'26"W.), 33 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on the point of the cape.

Fanshaw Bay, on the NE side of Cape Fanshaw, is connected with Cleveland Passage by South Passage. Anchorage can be made in the SE side at the head, about 600 yards offshore and 0.5 mile SW of Whitney Island in 12 to 15 fathoms, sand and shell bottom, sheltered from NE and SE winds.

Storm Islands, about 1.5 miles N of Cape Fanshaw, consist of a wooded island and several rocks; the southernmost, **Bird Rock**, is grass covered and marked by a light on the S side. A ledge extends about 300 yards WSW of Bird Rock. A grass-covered rock is between the larger Storm Island and Bird Rock. A 3¼-fathom shoal was reported about 300 yards NE of the light marking Bird Rock in about 57°12'37.0"N., 133°35'05.1"W. There is no safe passage through Storm Islands and adjoining rocks, and the passage between Storm Islands and Whitney Island is narrowed to about 0.6 mile by a ledge awash at half tide 0.2 mile NE of the N end of Storm Islands.

Whitney Island, wooded, forms the NE shore of Fanshaw Bay and the W shore of Cleveland Passage. **Duck Point**, the S point of the island, and **Bill Point**, the N point, are marked by lights.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

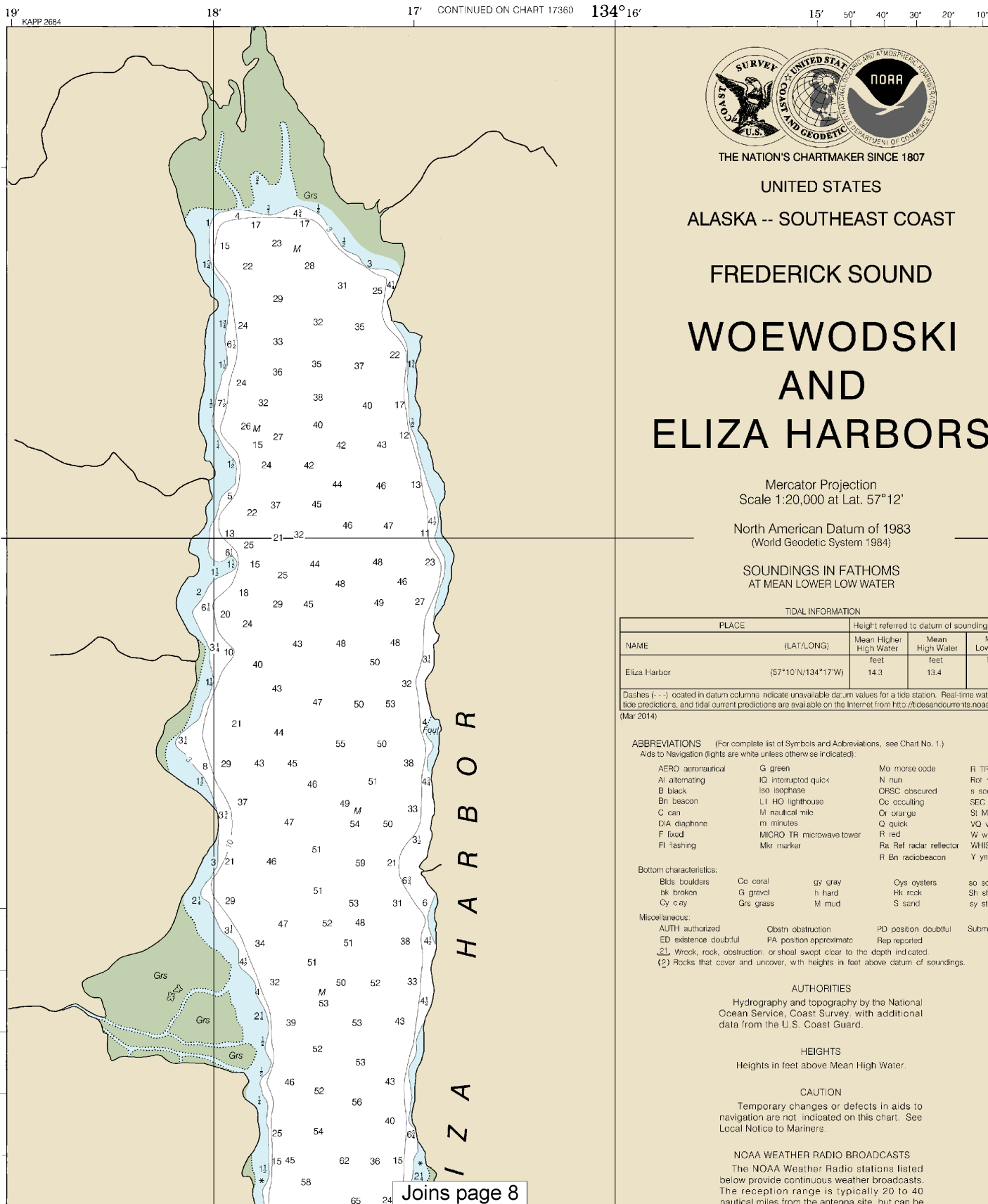
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

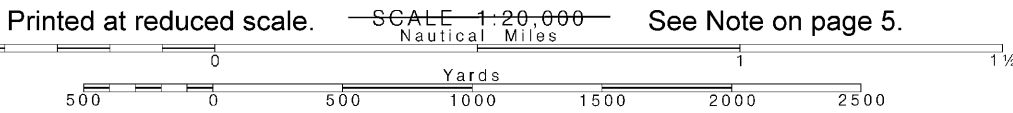
These volumes are available online at <http://www.navcen.uscg.gov>

17365



4

Note: Chart grid lines are aligned with true north.



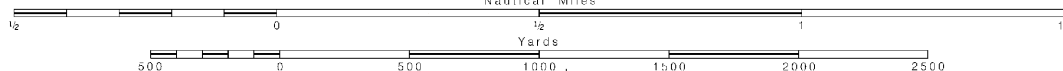


Mercator Projection
Scale 1:20,000 at Lat. 57°14'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

SCALE 1:20,000
Nautical Miles



Additional information can be obtained at nauticalcharts.noaa.gov.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.235" southward and 6.223" westward to agree with this chart.

NOTE A

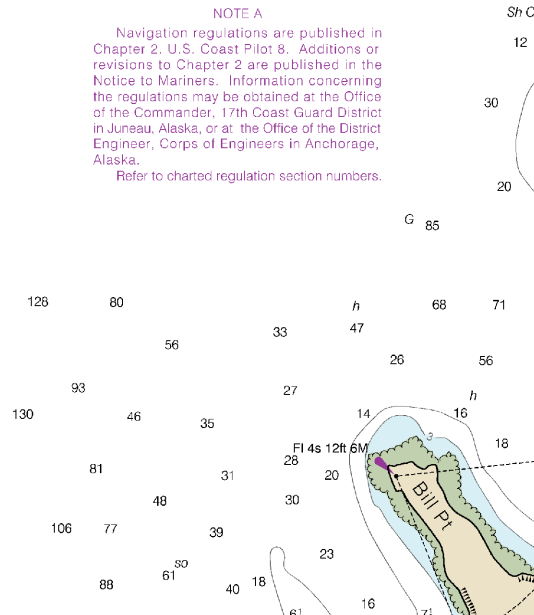
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram.

Joins page 9



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

D ON CHART 17360

134° 16'

15' 50' 40' 30' 20' 10' 14' 50'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA -- SOUTHEAST COAST

FREDERICK SOUND

WOEWODSKI AND ELIZA HARBORS

Mercator Projection
Scale 1:20,000 at Lat. 57°12'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
Eliza Harbor	(57°10' N/134°17' W)	feet 14.3	feet 13.4	feet 1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Mar 2014)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al atomating	IQ interrupted quick	N nun	Ror rotating
B black	Isa isophase	OBSC obscured	s seconds
Bn beacon	Lt LHO lighthouse	Co occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VO very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be

Joins page 10

KAPP 2685

36'

35'

ALASKA

STE

FA

CLEVE



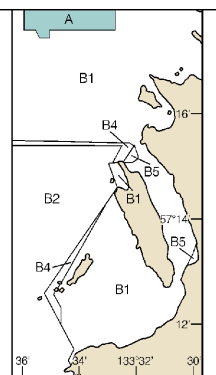
Additional information can be obtained at nautical

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SOURCE

A	1990-1995	NOS Surveys	full bottom coverage
B1	1990-1993	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are shown in blue.

Joins page 5

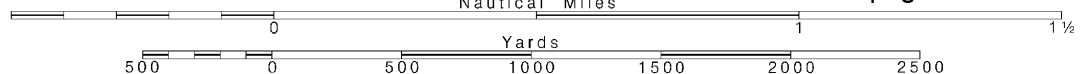
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA — SOUTHEAST COAST

STEPHENS PASSAGE

FANSHAW BAY

AND

CLEVELAND PASSAGE

Mercator Projection
Scale 1:20,000 at Lat. 57°14'North American Datum of 1983
(World Geodetic System 1984)SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATERSCALE 1:20,000
Nautical Miles

nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.235" southward and 6.223" westward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

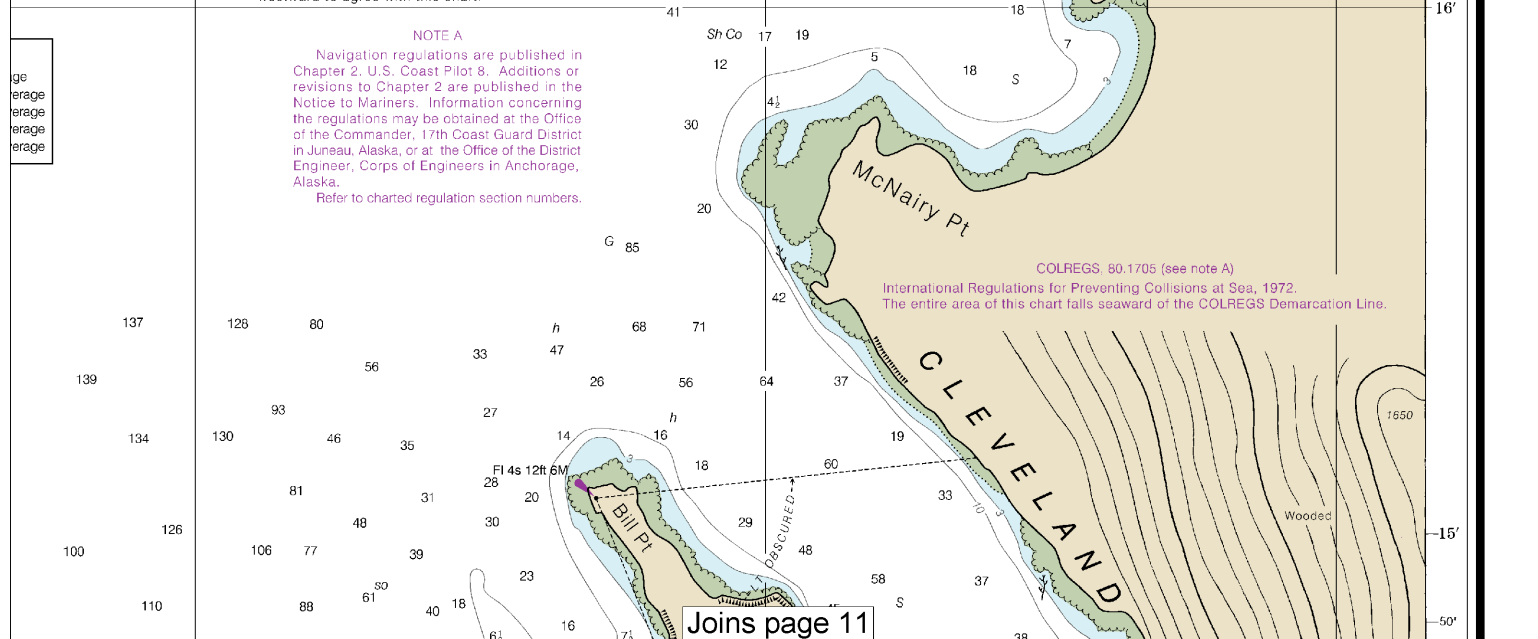
Mt. Robert Barron	KZZ-87	162.450 MHz
Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwan I, AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Zaremba I, AK	KZZ-91	162.450 MHz

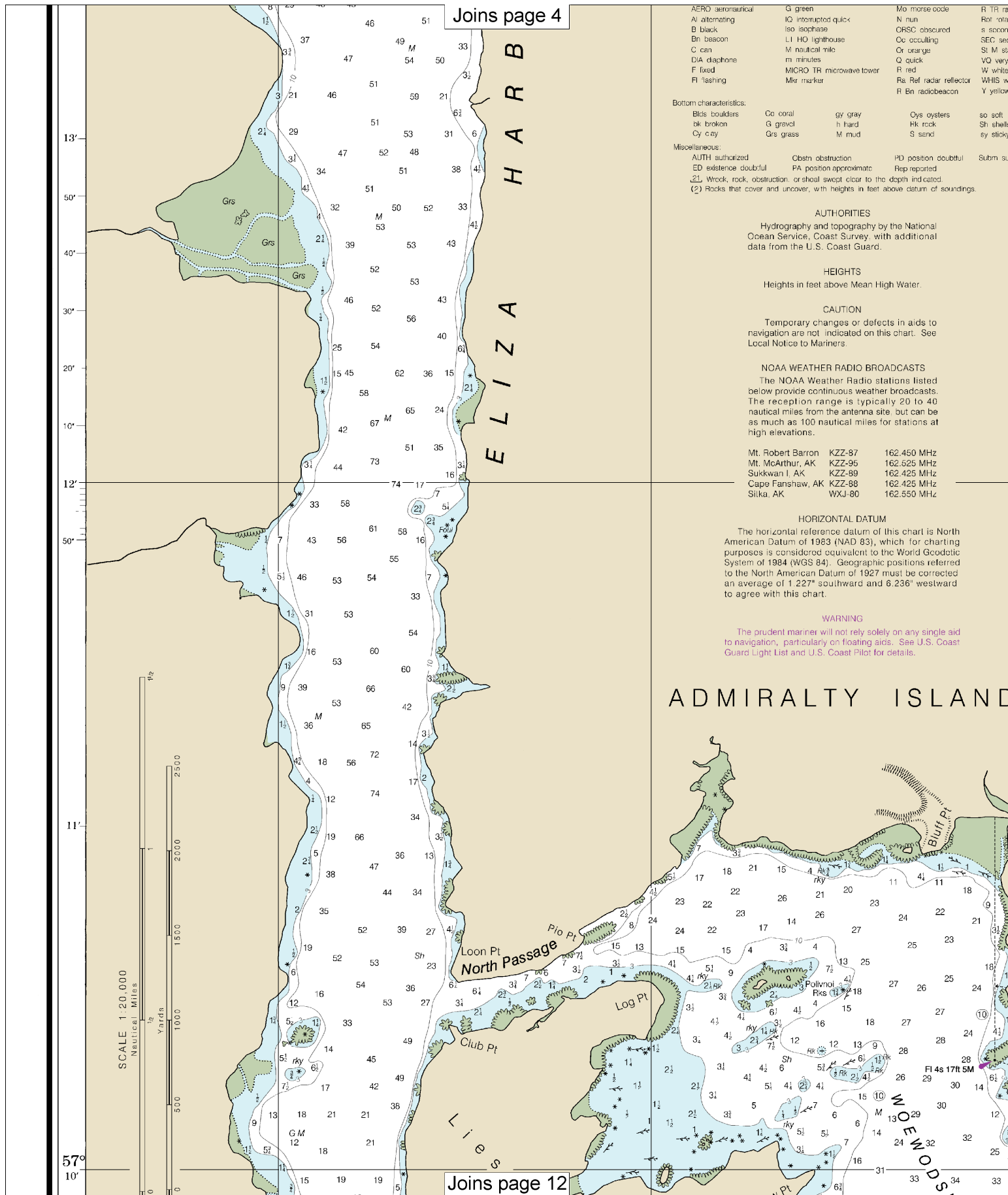
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.





AERO aeronautical	G green	Mo morse code	R TR ra
Al alternating	IO interrupted quick	N nun	Roi rois
B black	iso isophase	ORSC obscured	s score
Bn beacon	LI HO lighthouse	Co occulting	SEC sec
C can	M nautical mile	Or orange	SI M st
DIA diaphone	m minutes	Q quick	VO very
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS w
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bldis boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shell
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm sub
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
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NOAA WEATHER RADIO BROADCASTS
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Mt. McArthur, AK	KZZ-95	162.525 MHz
Sukkwai I. AK	KZZ-89	162.425 MHz
Cape Fanshaw, AK	KZZ-88	162.425 MHz
Sika, AK	WXJ-80	162.550 MHz

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.227" southward and 6.236" westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AERO aeronautical	G green	Mo morse code	N according
Al altimeter	IQ interrupted quick	N nun	ORSC obscured
B black	ISO isophase	OC occulting	SEC sector
Bn beacon	LI LHO lighthouse	Or orange	St M statute miles
C can	M nautical mile	Q quick	VO very quick
DIA diaphane	m minutes	R red	W white
F fixed	MICRO TR microwave tower	Ra Ref radar reflector	WHIS whistle
Fl flashing	Mkr marker	R Bn radiobeacon	Y yellow

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bk broken	G gravel	h hard	Rk rock	Sh shells
Cy cny	Gr grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Cbstrn obstruction	PD position doubtful	Subm submerged
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(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
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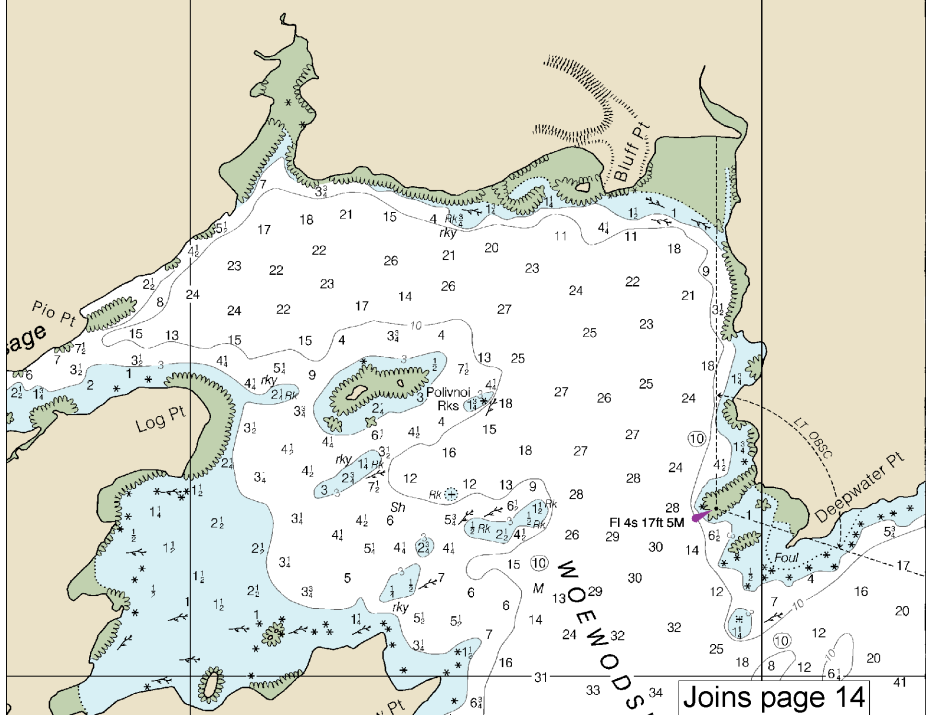
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Mt. McArthur, AK, KZZ-95	162.525 MHz
Sukwan I. AK, KZZ-89	162.425 MHz
Cape Fanshaw, AK, KZZ-88	162.425 MHz
Silka, AK, WXJ-80	162.550 MHz

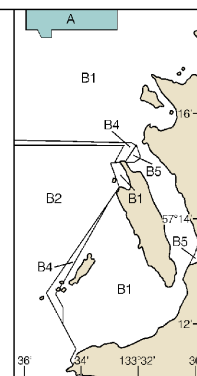
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The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.227" southward and 6.236" westward to agree with this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

ADMIRALTY ISLAND



SOURCE		
A	1990-1995	NOS Surveys full bottom coverage
B1	1990-1993	NOS Surveys partial bottom cover
B2	1970-1989	NOS Surveys partial bottom cover
B4	1900-1939	NOS Surveys partial bottom cover
B5	Pre-1900	NOS Surveys partial bottom cover



SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

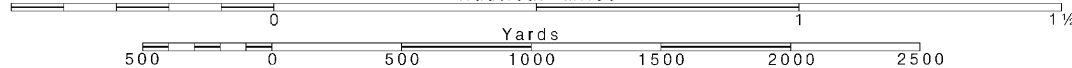
CONTINUED ON CHART 17360

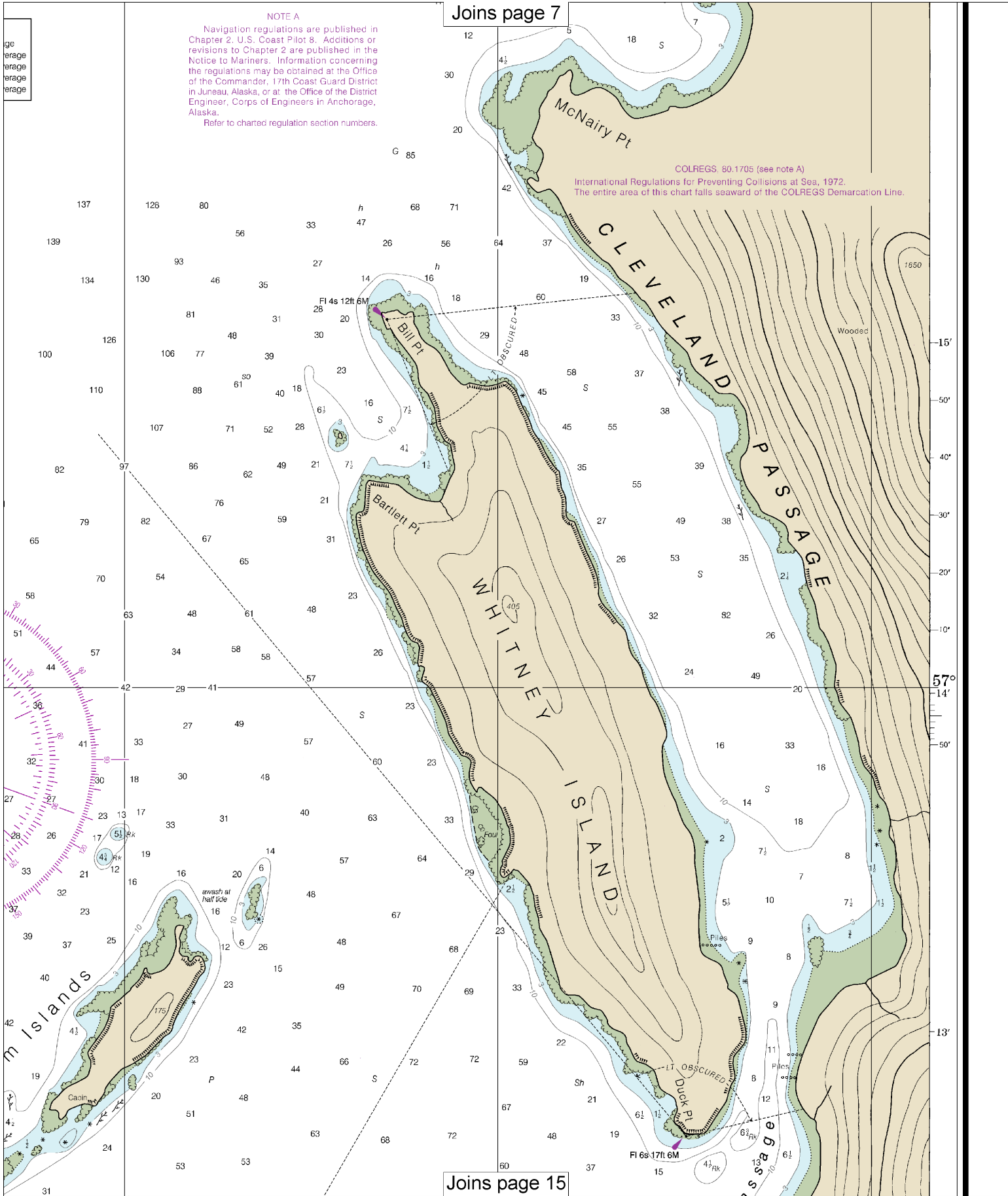
Note: Chart grid lines are aligned with true north.

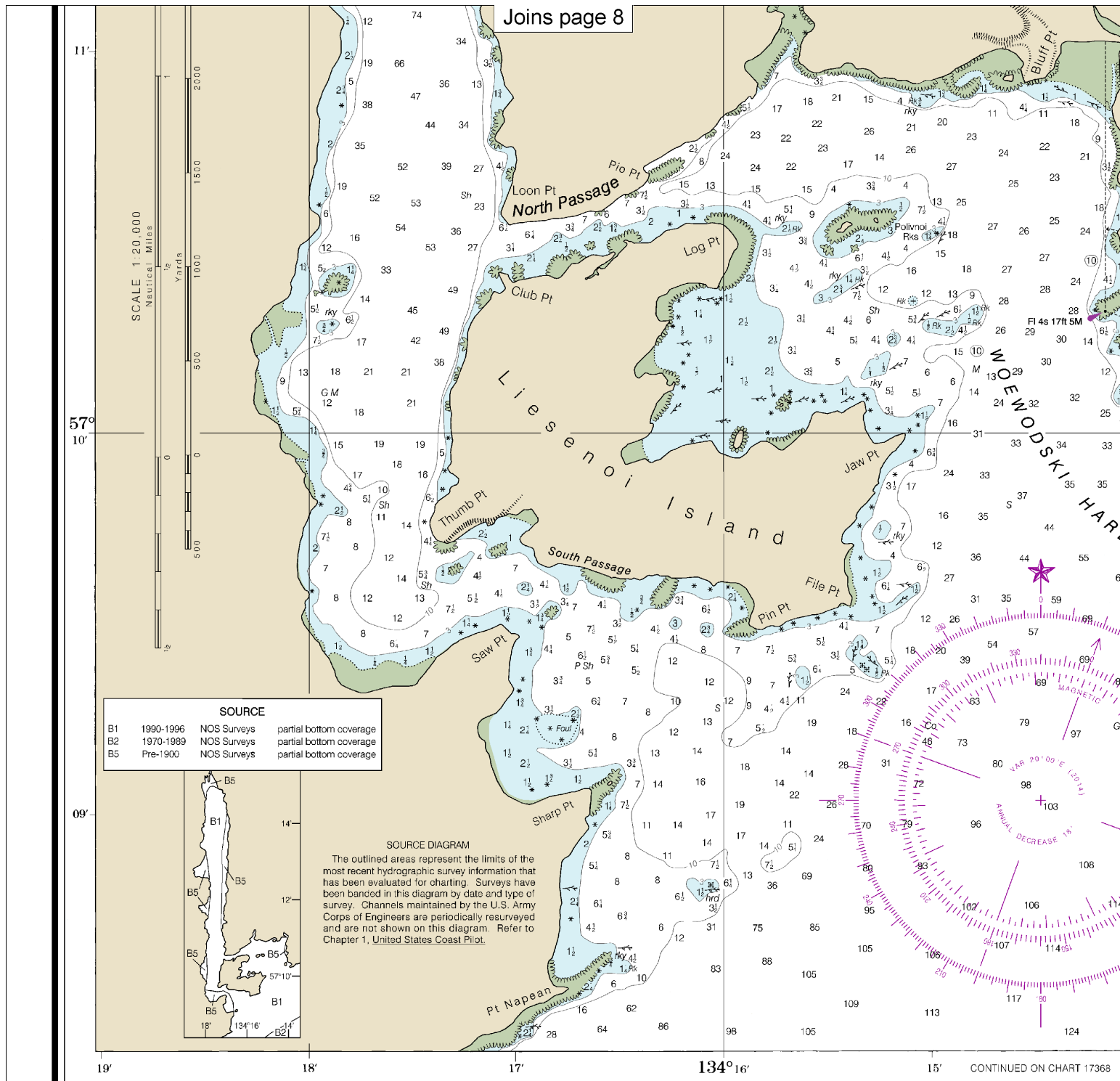
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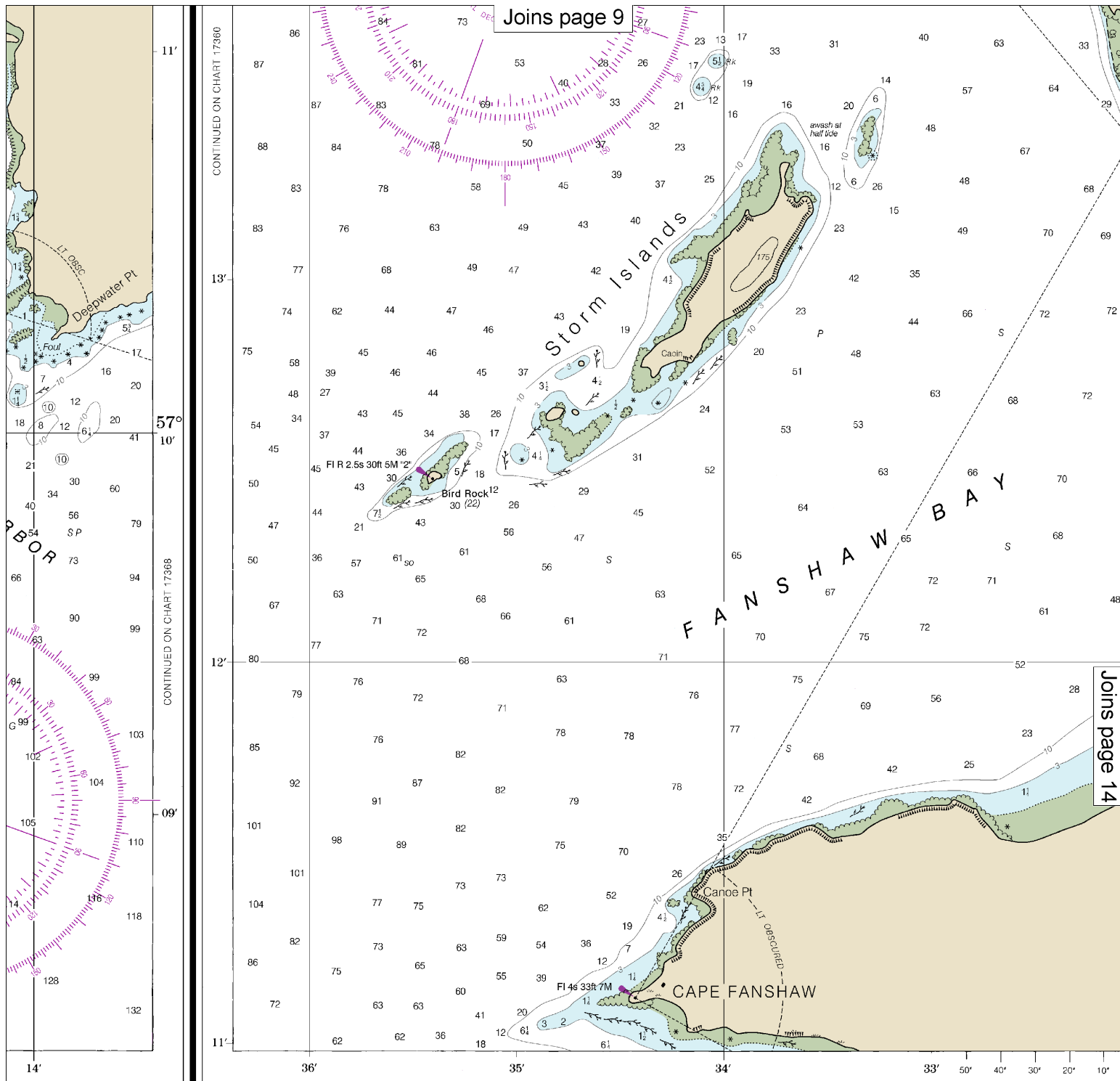
SCALE 1:20,000
Nautical Miles

See Note on page 5.



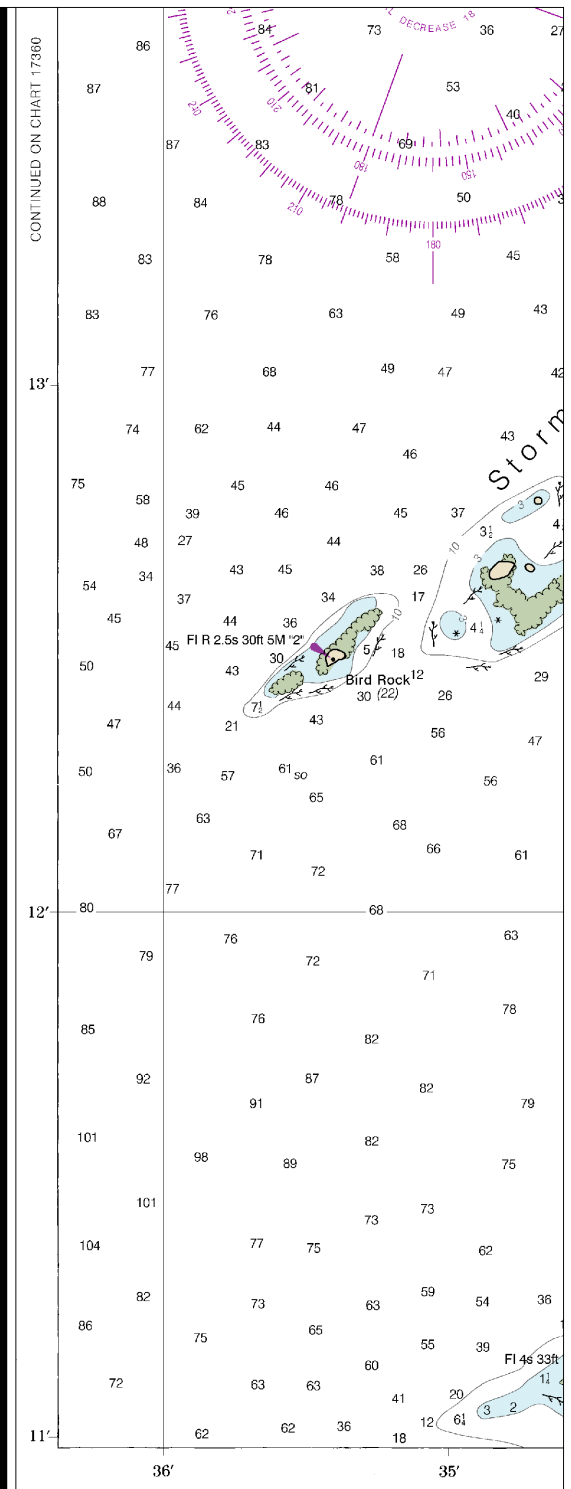
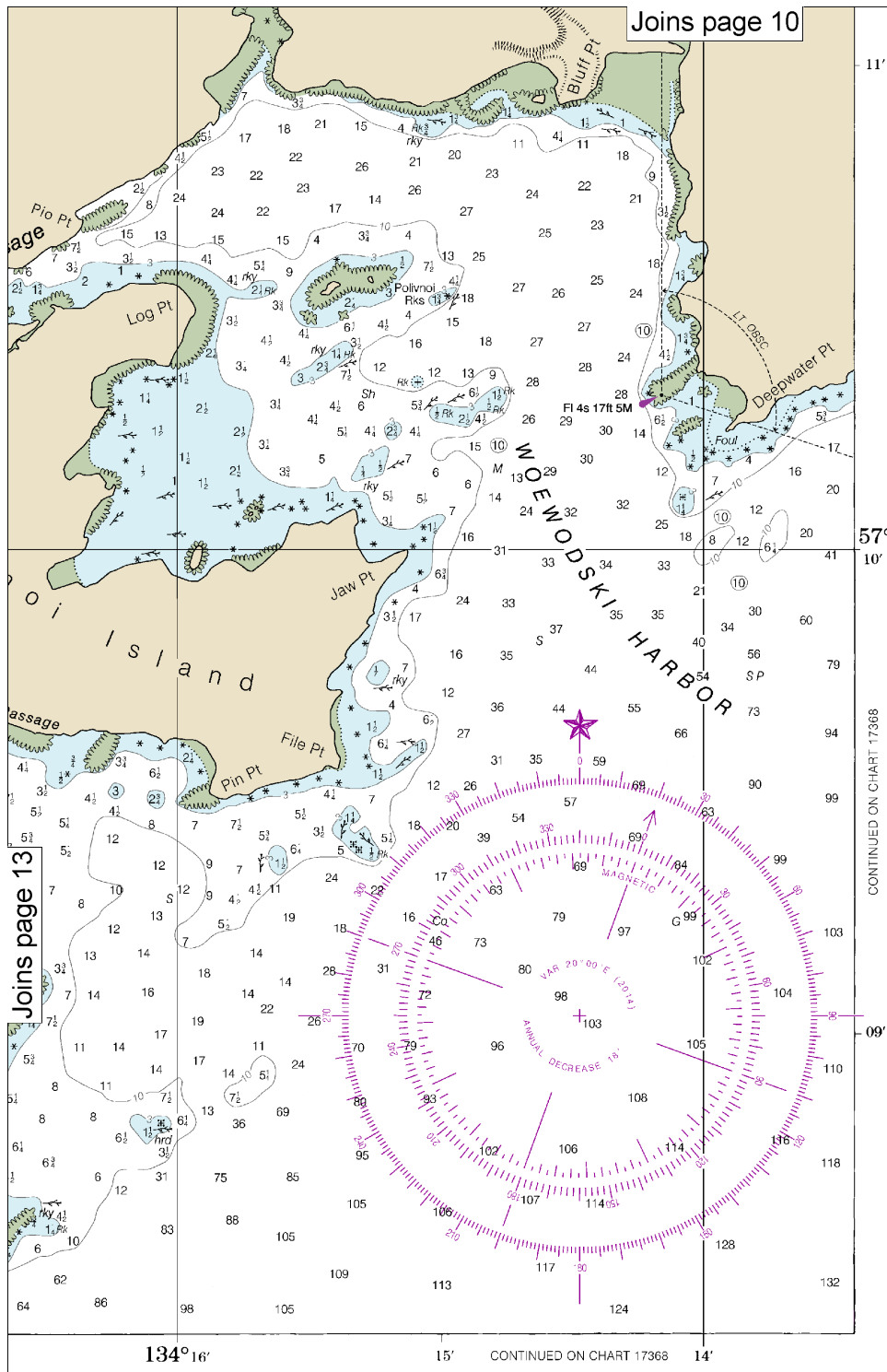






Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

Woewodski and Eliza Harbors, Fanshaw Bay, and
 SOUNDINGS IN FATHOMS - SCALE 1:20,000



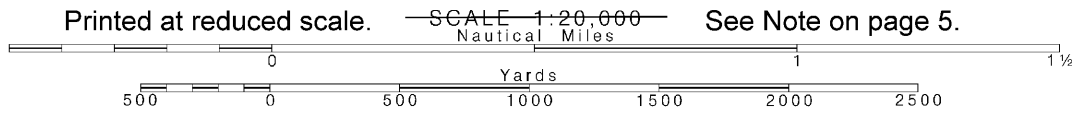
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 Guard district to the dates shown in
 the dates shown in the lower left

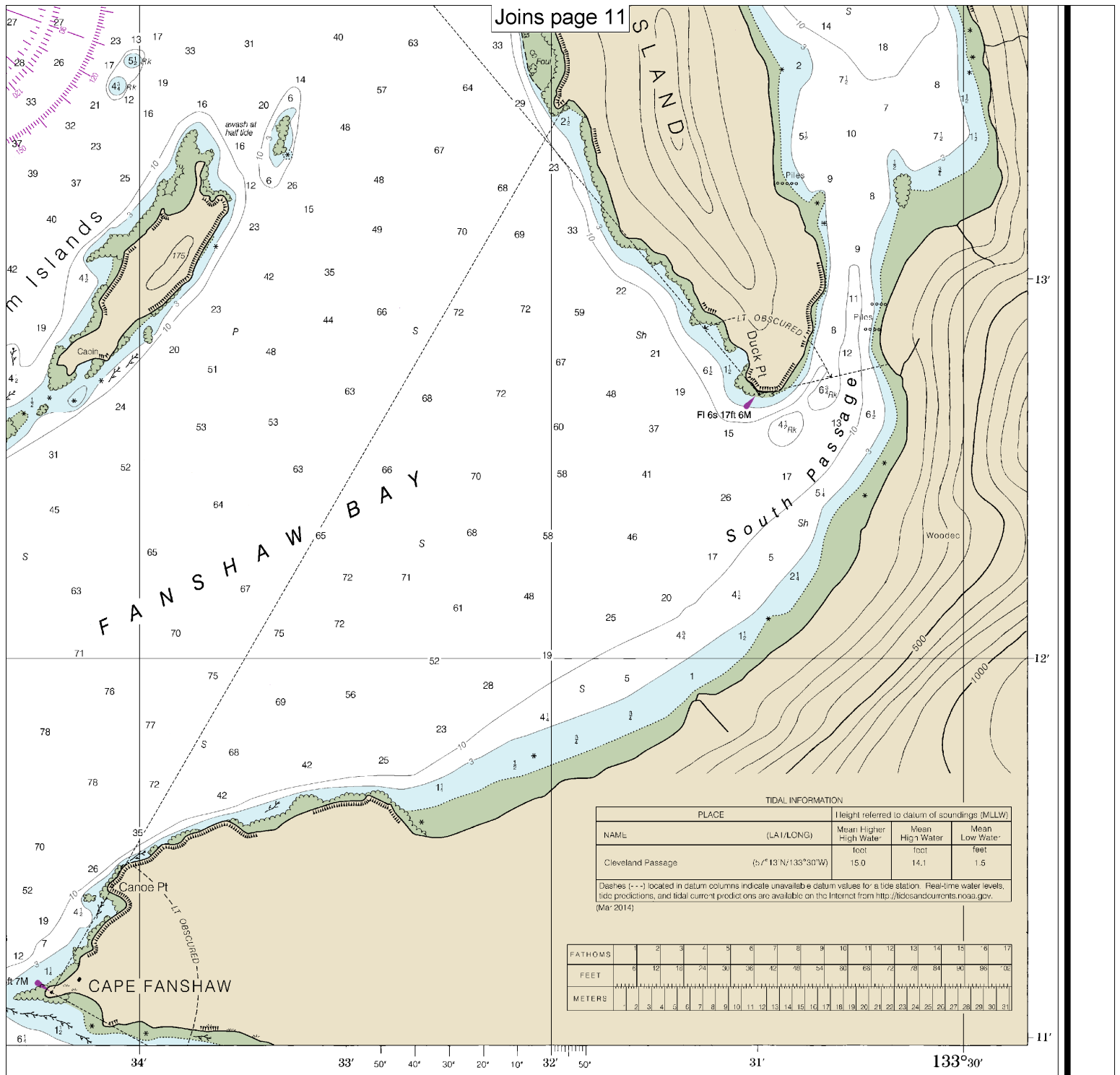
Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

016 (10/28/2016)

14

Note: Chart grid
 lines are aligned
 with true north.





Goewodski and Eliza Harbors, Fanshawe Bay, and Cleveland Passage
SOUNDINGS IN FATHOMS - SCALE 1:20,000

17365



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
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